

## HUSBANDING SERVICES

### **Performance Work Statement (PWS) for Husbanding Services**

#### **FIRST DAY/SUBSEQUENT DAY HUSBANDING SERVICES (ANCHORAGE AND PIERSIDE)**

The HSP shall provide husbanding services to ships visiting the ports in the Region covered by this contract. It is required that the HSP perform all services and provide all supplies necessary to fully comply with the tasks and responsibilities described at paragraphs 1-10 above unless a task or responsibility is specifically included in a separately-priced Line Item below. The HSP's responsibilities under these Line Items start prior to the arrival of the ship and continue after the ship's departure.

The husbanding fee is based on the First Day and Subsequent Day of the ship visit. A husbanding fee may be provided to the HSP for services rendered prior to the ship's visit, i.e. assistance to the ship's logistics response team.

#### **TRASH REMOVAL**

1. Trash removal service is the collection and disposal of refuse (i.e., trash) including liquid, semi-liquid, or solid garbage. Refuse does not include explosives and incendiary waste, or waste contaminated by medical and radiological processes.
2. The HSP shall remove and dispose of "refuse" from the ship and areas surrounding trash bins, as well as any spilled refuse. The HSP shall provide dedicated refuse containers, as requested, to the ship. The HSP shall collect all loose refuse placed adjacent to refuse bins. The HSP shall immediately clean up any spilled refuse. The HSP shall properly dispose of all collected refuse.
3. For ships at pier side, the HSP shall place containers or trucks within twenty-five (25) meters of the ship or as permitted by port regulation, or barges alongside the ship. The HSP shall empty the containers or barges when full and shall assure their continuous availability for trash disposal.
4. For ships at anchorage, the HSP shall remove trash at the times agreed to by the HSP and Supply Officer.
5. For trash collection at anchorage, the trash barge shall be available 24 hours a day (where not contrary to law or port regulation) with suitable self-fendering to prevent damage to the ship; and at least four (4) mooring lines to secure alongside the ship.
6. For trash collection by barge, the HSP shall provide trash barges/scows (with tug service if barge is not self-propelled) for ships at anchorage. The barges shall be completely empty at time of arrival at the ship. In situations where an empty barge is not available, the HSP shall provide a system to measure the volume of trash deposited in the barge by the U.S. Government's ship or otherwise ensure that the ship is charged only for its "pro rata" share of the trash. The HSP shall have ready access to sufficient barges and equipment to support multiple ships at anchorage simultaneously. The barge's crew shall be entirely responsible for the tending of lines and for barge's security. The movement of trash from the ship to the barge shall be performed with care by the ship's sailors and in the manner ensuring the safety of the HSP's crew and barges. Any instances of unsafe practices shall be brought to the attention of the ship's Supply Officer and/or Commanding Officer, to ensure that corrective and preventive action is taken.
7. In instances of bad weather or emergency where the ship must depart on short notice, the HSP shall remove barges within four (4) hours of being directed to do so by the ship. Should a vessel with a trash barge alongside experience an emergency where the ship must depart, the SUPPO will advise the HSP at least four (4) hours in advance for the barge pick-up.

8. The HSP shall submit, as an attachment to the invoices, a document that certifies the quantity collected and the name of the disposal plant where the trash will be disposed. The HSP is also responsible to follow any environmental regulations required by each country. The HSP is required to keep all disposal certificates and shall make them available to the Contracting Officer upon request.
9. Whether at anchor or pierside, U.S. Government personnel will dump the trash on the barges or in provided containers.
10. Refuse containers, when used and when emptied, shall be returned to their original position with the lids (if any) replaced thereon.
11. The HSP shall be paid based on the ACTUAL CUBIC METERS of trash removed.
12. Where trash is required to be segregated, the ship's force shall be required to segregate the material at the time of disposal. The HSP shall be responsible for providing separate containers for each vessel, clearly marked with the required categories and for informing the Ordering Activity, upon arrival, that segregation is required. If the Ordering Activity does not segregate trash as required, the HSP shall inform the Ordering Activity and Logistic Support Representative (LSR) prior to departure and bill for the cost of trash segregation under Line Item XX20, Incidentals within 48 hours after the vessel's departure.

#### **FLEET LANDING**

1. When ordered by the ship, the HSP shall furnish services/supplies for the fleet landing area. The following is a list of the basic supplies and services that a ship may need. It is not inclusive of all the services that a ship may require. Additional services required by the ship will be procured by the Contracting Office. Services and/or items within scope under this CLIN may be firm-fixed priced and later added to this contract by the Contracting Officer only.
2. FLEET LANDING. HSP shall provide the sub-line items specified in this Line Item and shall provide a unit price for each sub-line item. The unit price shall be per day for each item. Mobilization/demobilization charges shall be included in sub-line item price. Fleet Landing consists of, but is not limited to the following:
  - a. REFRIGERATOR UNITS. One (1), 40-foot refrigerator unit or two, 20-foot refrigerator units, with required power to operate the units.
  - b. PORTABLE TOILET UNIT SERVICES. The unit price shall be for a single commode and one (1) urinal. The daily rate shall include pumping and cleaning as many times as necessary to ensure clean, sanitary condition and providing all chemicals, cleaning products and toilet paper. The HSP shall check toilet facilities at least every six (6) hours to ensure cleanliness.
  - c. PORTABLE ELECTRIC GENERATORS. The HSP shall provide a portable, gasoline powered, electric generator capable of supplying power to portable lighting and miscellaneous portable electrical equipment (radios, stereos, hand tools, etc.). Generator shall be at least 5KW with circuit breaker protector. Daily rate includes fuel, oil, and necessary consumables to operate the generator, transportation, set-up, dismantling and labor.
  - d. TENT OR AWNING (NOT FORCE PROTECTION). The HSP shall provide portable tents or awnings at Fleet Landing as requested to shelter personnel. Must be at least three (3) meters by three (3) meters, and open on all sides. Must be anchored down and strong enough to withstand inclement weather (Price per unit per day).

#### **BROW SERVICES**

1. BROWS

- a. Most US Navy vessels carry brows. However, the use of their own brows is dependent upon the type of mooring obtained and other vessel considerations. The HSP shall provide the brows specified in the schedule. A range of brow sizes is provided in each of the sub lot line items of lot line item XX04. All brows provided by port authorities, host nation, or US Government shall be billed at cost as port tariff items. Mobilization, demobilization, setup and placement shall be included in the proposed unit price of all XX04 sub lot line items.
- b. Due to the height difference between the submarine deck and pier, the HSP provided submarine brow must afford personnel a smooth and safe transit when entering or exiting the submarine deck. The submarine brow must be capable of supporting shore power cables without damaging the cable.

## **2. MOBILE CRANE SERVICES**

The HSP shall provide mobile crane services (shore crane) with operator(s). The HSP shall co-ordinate with local Port Authorities, as necessary, to ensure that the services are available as required and at the times requested. The cranes provided shall be in sound mechanical condition and shall meet all applicable safety laws and regulations. The cranes shall be suitable for their intended use and shall be operated with due care and within all operating safety limits. The HSP shall be entitled to invoice and be paid a minimum daily price of four (4) continuous hours for each mobile crane ordered.

Crane services under this Line Item are for land cranes only. Floating cranes are to be provided and billed under Line Item XX20 procedures if required.

## **3. FORKLIFT SERVICES**

The HSP shall provide forklift services with operator(s). The HSP shall co-ordinate with local Port Authorities, as necessary, to ensure that the services are available as required and at the times requested. Upon the Supply Officer's request, the HSP shall provide information concerning forklift/lifting capacity. The forklifts provided shall be in sound mechanical condition and shall meet all applicable safety laws and regulations. The forklifts shall be suitable for their intended use and shall be operated with due care and within all operating safety limits. The HSP shall be entitled to invoice and be paid a minimum daily price of four (4) continuous hours for each forklift ordered.

## **SHIP MOVEMENT SERVICES (PILOTS, TUGS, LINEHANDLERS)**

1. The HSP shall arrange pilots, tugs, and line handlers as ordered. The HSP shall coordinate with port authorities, as necessary, to ensure that the services are available at the times requested. It should be noted that the port authority or other authorized sources provide these services, and are, therefore, to be priced in accordance with current tariff rates.
2. The HSP shall provide tugs to bring ships to and from berthing locations. Tugs shall have a minimum towing capacity of 2,500 horsepower and not less than 35 tons bollard pull. Towropes shall be synthetic ropes with a minimum strength of at least 80 tons.

## **WATER FERRY/TAXI SERVICES**

1. The HSP shall provide water taxis to transfer ship personnel to and from the ship and the fleet landing. At the commencement of service, the HSP is required to advise the ship of scheduled breaks and any changes to the taxi service schedule. The HSP shall provide water taxi service when the vessel is expected to be at anchorage for twenty-four (24) hours or more. Water taxi service shall be always available, with the exception of inclement weather, during the two (2) one-hour meal breaks and during refueling.

2. Taxi water service shall include a minimum of two (2) qualified operators (a driver and one other operator), any other helpers or crew members required by local authorities, all insurance, fuel, holiday surcharges, overtime, and other operating expenses. Operator qualifications are set forth in paragraph (16) below.
3. Service begins when the first water taxi is alongside the designated pick-up point and ends when the last passenger disembarks from the water taxi at the designated drop-off point as ordered by the ship. However, when required to arrive early for inspection as a force protection measure, service begins at time of inspection. The HSP shall be entitled to an hourly rental fee in cases where actual usage is less than 4 hours.
4. If the HSP cannot provide the size of water taxi ordered, the HSP shall provide a larger size water taxi, or a combination of water taxis, that in total capacity equates to the size of the water taxi ordered. In any event the ship will be charged for the size of the water taxi ordered. For example, if one (1) 250-pax water taxi is ordered and is not available, then two (2) 100-pax and two (2) 25-pax water taxis shall be provided for the rate of one (1) 250-pax water taxi if acceptable.
5. The HSP shall ensure that the water taxi is in sound mechanical condition and meets all safety standards required by local laws and regulations to preclude breakdown and injury. Maintenance, safety, and other periodical inspections shall be performed as required by the applicable laws and regulations of the port or the country in which the port is located. Apart from compliance with local laws and regulations, the HSP shall meet all additional requirements as set forth throughout the PWS. Water taxi shall be watertight, staunch, strong, seaworthy, in sound mechanical condition, and fitted for service required. Further, water taxi shall be in a clean condition when presented for service and shall be free of debris. The water taxi shall be sufficiently clean so as not to soil passengers, their clothing, or possessions with dirt, grease, oil, or other matter. If the water taxi does not meet the requirements of this paragraph as determined by the Ordering Officer, the U.S. Government shall have the right to reject the water taxi for performance of services.
6. Each water taxi shall be equipped with at least one clean and serviceable life jacket for each passenger and crewmember, and all jackets shall be stowed in a readily accessible place.
7. Except as otherwise specified herein, the service shall include all equipment needed to transport personnel between the vessel anchored in the outer harbor, or in the inner harbor, fleet landing, or any designated pier or berth within the port. If it becomes necessary to change the landing point of the water taxi (pier or berth) within the port, the HSP shall dock at the new landing point. In the event this occurs, it will be considered to be a "Change" to the contract. Any entitlement to and any amounts of additional or reduced charges shall be determined pursuant to the clause entitled "CHANGES-FIXED PRICE (AUG 87) ALTERNATE II (APR 1984) (FAR52.243-1)".
8. All water taxis used by the HSP shall provide overhead covering.
9. Before the commencement of any services under this contract, the HSP shall make the water taxi available to the Ordering Vessel's Commanding Officer or designated representative for inspection.
10. The following information shall be conspicuously posted in English and the language of the country in which the port is located:
  - a. Current operator's/captain's license.
  - b. Passenger/weight capacity limits notice.
  - c. Location of life jackets and other life saving equipment.
  - d. Location of all exits indicated in large letters.
  - e. Emergency procedures.
11. Emergency lighting, both permanent and hand held, shall be available and in working order at all times.

12. Adverse weather' conditions are weather conditions in which operations of water taxis are unsafe for passengers and shall be determined by the Commanding Officer, Command Duty Officer, Operations Officer, or the Officer of the Deck. Operation of the water taxi shall be in a safe and seaworthy manner. Operation of water taxis is not allowed under adverse weather conditions.
13. The consumption of alcoholic beverages shall not be permitted aboard the water taxi.
14. Operator Qualifications: All personnel or employees of the HSP operating water taxis, shall have all certification required and issued by the law of the country in which the port is located for the operation of the type, class, or size of water taxi being operated by such personnel. In addition, all such personnel shall have requisite experience, skill, knowledge, and familiarity with the water area in which the water taxis are to be operated to ensure the water taxis are operated in a safe and seaworthy manner. At least one operator on each boat must speak English.
15. Security: During the term of this contract, the ship(s) to be serviced will provide adequate and sufficient security personnel for maintaining the orderly transportation of its personnel and such civilians who may be transported. Such naval personnel will be assigned at the discretion of the ship's Commanding Officer or designated representative. When such naval personnel are embarked in a HSP-operated water taxi, he will be responsible for the good order and discipline of naval personnel.
16. In the event of a water taxi breakdown, immediately prior to, or during a trip, the HSP shall immediately provide a replacement water taxi that complies in all respects with this contract, at no additional cost to the U.S. Government. If a water taxi is not operable when required under this contract, the HSP shall immediately provide at no additional expense to the U.S. Government, a replacement water taxi which complies in all respects with this contract.
17. Any personal articles or items found on the water taxi after completion of each trip shall be turned over to the ship's Security Officer or his direct representative.
18. To verify a claim by the HSP for any damage or destruction caused by the U.S. Government, it shall be the responsibility of the HSP to ensure that the water taxi is jointly inspected before and after each trip by the HSP and an authorized representative of the U.S. Government.
19. When providing water taxi service to aircraft carriers and amphibious helicopter carriers, the water taxi height depends on carrier deck overhang and pontoon width, i.e., the wider the pontoon the farther out the water taxi will be located with subsequent increased clearance. The requirement is that pontoon width/water taxi height/deck overhang dimensions must be such that the water taxi is able to make aft, port and starboard side approaches with adequate clearance between water taxi superstructure and carrier deck overhang.
20. Inspection and acceptance criteria for water taxi services. The Commanding Officer or his designated representative of the ARMY/USS/USNS/USCG ship shall inspect and accept all liberty boats/water taxis prior to transporting any personnel. Each order for liberty boat/water taxi services is made on the basis that the request is to be considered a final order/obligation of the US Government only after each water taxi has been inspected and accepted by the ship's representative. The ship's Commanding Officer is solely responsible for the safety of his crew and the subsequent acceptance of liberty boat/water taxi services. Upon ships, Commanding Officer's security personnel can inspect the water taxi's personnel. The following features or components may be inspected prior to acceptance.
  - a. HULL
    - i. Watertight integrity of weather decks, bulkheads, watertight closures and interior hull structure.

- ii. Superstructure (including masts and stacks).
- iii. Railings, bulwarks and their attachment to hull, especially guardrails and lifelines.
- iv. Provisions for drainage of seawater from exposed decks.

b. MACHINERY

- i. Main propulsion and auxiliary machinery essential to operation of craft.
- ii. Sea and bulkhead closure valves.
- iii. Bilge suction strainers and dewatering systems bilge pumps to be tested by operation.
- iv. Bilges free of flammable liquids.

c. ELECTRICAL

- i. Cables.
- ii. Navigation, deck and emergency lighting.
- iii. Rotating electrical machinery, e.g., generators and motors.
- iv. Storage batteries.

d. LIFESAVING EQUIPMENT

- i. Life preservers sufficient number for maximum capacity of craft, accessible and in satisfactory condition.
- ii. Life raft(s) and hydrostatic release (where applicable) sufficient for maximum capacity.
- iii. First aid kits, life rings and distress lights.
- iv. Distress signaling devices.

e. FIRE FIGHTING EQUIPMENT

- i. Fire pump subject fire hose to fire pump pressure.
- ii. Portable fire extinguishers.
- iii. Fixed systems, e.g., CO2 cylinders

f. STEERING APPARATUS

g. MTSC SYSTEMS AND EQUIPMENT

- i. Harbor charts.
- ii. Ground tackle and mooring lines.
- iii. Whistle/fog horn, bell.
- iv. Compass.
- v. Radar.
- vi. 2 way radio capable of bridge to bridge communications.
- vii. Current licenses.

21. In the event the U.S. Government rejects a water taxi, the U.S. Government shall not be liable for any costs the HSP incurs in presenting said water taxi for inspection.

22. Deleted

23. The HSP shall obtain written acknowledgement of water taxi service by an authorized ship representative. Logs shall be used to document arrival and departure times. Logs must be available upon request for U.S. Government review and inspection.

## GENERAL CHARTER & HIRE ITEMS

### 1. YOKOHAMA OR COMPARABLE TYPE FENDERS

- a. The HSP shall furnish Yokohama or comparable type fenders for all classes of ships in accordance with the Schedule of Supplies and Services. Fender size is not specified as this is a performance based service. Fenders provided shall be appropriate and safe for the class of ship and pier configuration. The fenders quoted for each sub lot line item shall be safe and useable for the intended class of ship at all locations specified by the lot. In the schedule there is a sub contract line item (SUBLINE ITEM) for a daily rental fee PER Yokohama or comparable type fender, and there is another SUBLINE ITEM for all costs associated with installation, and removal of one fender, as well as round trip costs associated with transport of the fender from another port or storage location, if required.
- b. Rental is on a daily (24-hour) basis, per fender. Installation, removal, and transportation are charged as a "lot" per fender. The HSP shall be responsible for securing the fenders to the pier.
- c. The HSP shall provide fenders with a minimum of two (2) mooring lines.

#### 1. CAMELS, BREASTING, AND FENDERING BARGES

- a. The camels shall be flat surface platforms to be placed alongside the pier and sufficiently capable of breasting the ship away from the pier or from other ships.
- b. The HSP shall provide a breasting barge alongside the ship. The barge shall be able to tie up water taxis, have a non-slip surface for passengers entering or leaving water taxis, and have a surface smooth enough to allow the accommodation ladder to roll freely. The barge shall have suitable self-fendering to prevent damage to the ship a minimum of four (4) mooring lines suitable to withstand extreme weather conditions.
- c. The HSP shall place additional fenders between the breasting barge and the ship when requested.
- d. The daily rate for the camels that are available locally must include all costs for mobilization and demobilization, installation and de-installation to include tugs if barges are not motorized. If camels are not available locally and the HSP is required to transport them from one port to another port (including return) there will be a separate charge (to be approved by a Contracting Officer prior to mobilization) for transportation for each camel. A separate transportation charge is applicable ONLY when fenders are not available locally. For purposes of this contract, 'locally available' is considered within 50 miles of the port area where the port visit takes place.

#### 2. LANDING BARGES

- a. The landing barges shall be flat surface barges for positioning at the stern or side of the vessel to serve as a loading/unloading platform for water taxi personnel or cargo; they shall not interfere with the operations of the ships' elevators or other equipment. Although landing barges are primarily used for class IV and V vessels, they may be ordered for use with any class vessel.
- b. The daily rate for the barges that are available locally must include all costs for mobilization and demobilization, installation and de-installation to include tugs if barges are not motorized. If barges are not available locally and the HSP is required to transport them from one port to another port (including return) there will be a separate charge for transportation for each barge (to be approved by the FLC Norfolk Contracting Officer prior to mobilization). A separate transportation charge is applicable ONLY when fenders are not available locally. For purposes of this contract, 'locally available' is considered within 50 miles of the port area where the port visit takes place.

#### 1. OILY WASTE REMOVAL (TRUCK AND BARGE)

- a. The HSP is responsible for the entire cycle necessary to collect, remove, and dispose the oily waste from ships throughout the area covered by this contract. The HSP shall provide all necessary equipment, personnel and facilities to perform the services including pumps, hoses and connections compatible with the ships being serviced. The HSP shall be responsible for the supervision of the collection, transportation and disposal services to avoid any overflow of waste on the barge and at the pier. Services shall commence upon ship's arrival whether, at anchor or pierside. The HSP shall pre-position barges, when necessary, in accordance with force protection or other requirements.
- b. Oily Waste is defined as any liquid petroleum product mixed with wastewater and/or oil in any amounts, which, if discharged overboard, would cause or show sheen on the water. The HSP shall dispose of any combination of oily waste and grey water as oily waste.
- c. Oily Waste is measured by Cubic Meter (1CM = 264.2 Gallons). The HSP shall submit, as an attachment to the invoices for disposal services, a document verifying the quantity collected and the name of the disposal plant where the oily waste have been or will be disposed.
- d. The HSP shall comply with the environmental requirements of each country where oily waste is disposed and shall be liable for any costs incurred as a result of the HSP's failure to comply with such requirements. The HSP shall keep all disposal certificates and shall make them available to the Contracting Officer upon request. If the ship concurs with the volume, the ship will pay for the entire amount. If the ship contests the volume, the ship will pay for the amount it actually believes was pumped. The HSP will submit a request to the Contracting Officer for the difference, accompanied by disposal certificates. The Contracting Officer will investigate and resolve the issue, and will arrange for the ship to pay any amounts determined to be due.
- e. Oily Waste Removal involves the collection of Oil and Aggregate Water generated by the ships. The requiring vessel will pump this waste into HSP-provided tanks or barges. The HSP shall provide all equipment and facilities required to remove oily waste, including hoses and connections compatible with the ship being serviced. The HSP shall provide hoses of sufficient length from equipment to the ship with either 2.5" or 4" quick disconnect cam lock fittings.
- f. In all cases when a ship orders oily waste disposal services, the HSP shall invoice and will be paid the for a minimum daily quantity of 60 CM for providing the disposal services, even if the oily waste quantity pumped and disposed that day is less than the 60 CM minimum quantity.
- g. In the event the HSP subcontracts oily waste disposal, the HSP shall be liable for any costs incurred as a result of the disposal operator's failure to comply with local requirements.
- h. The HSP shall accurately measure oily waste and aggregate water removed from the ship. The ship's duty engineer shall verify in writing the amount removed. The Government reserves the right to independently verify the volume of discharge using certified flow measuring devices.
- i. When removal is done via barge, the HSP shall provide a barge with fendering and a minimum of four (4) mooring lines to secure alongside the ship. The HSP shall pre-position Oily Waste barges/trucks when necessary in accordance with Force Protection or other requirements.

#### **COLLECTION, HOLDING, AND TRANSFER (CHT)**

1. The HSP is responsible for the entire cycle necessary to collect, remove, and dispose the Collection Holding Transfer (CHT) bacteriological/chemical liquids from ships throughout the area covered by this contract. The HSP shall provide all necessary equipment, personnel and facilities to perform the services including pumps, hoses and connections compatible with the ships being serviced. The HSP shall be responsible for the supervision of the collection, transportation and disposal services to avoid any overflow of waste on the barge and at the pier. Services shall commence upon ship's

arrival whether, at anchor or pierside. The HSP shall pre-position CHT barges, when necessary, in accordance with force protection or other requirements.

2. The HSP shall remove sewage from the ship commencing within one (1) hour of the ship's arrival and up to one (1) hour before the ship's departure.
3. The HSP shall remove sewage from the ship in HSP-provided equipment. If a holding tank is used it will be emptied prior to reaching 90% full capacity.
4. The HSP shall accurately measure sewage removed from the ship. The ship duty engineer shall verify in writing the amount of discharged CHT. The Government reserves the right to use its own metering device to verify measurement of sewage discharge.
5. The HSP shall provide CHT hoses of sufficient length from HSP equipment to the ship with either 2.5" or 4" quick disconnect camlock fittings.
6. The HSP shall properly dispose of all sewage. CHT collection, removal and disposal shall be priced based on the following conditions:
  - a. (XX08AA) – CHT BY TRUCK: The husbanding HSP shall provide services when the visiting ship is at pierside.
  - b. (XX08AB) – CHT BY BARGE: The husbanding HSP shall provide services when the visiting ship is at anchorage. The HSP shall provide a barge with suitable self-fendering to prevent damage to the vessel and a minimum of four (4) mooring lines to secure alongside the ship. The HSP shall pre-position CHT Barges when necessary in accordance with Force protection or other requirements.
7. The CHT service shall be a dedicated service. The term "dedicated service" means a service provided exclusively to the U.S. Government. In those limited number of cases where this is not possible, the HSP shall provide a system to measure the volume of sewage deposited in the barge by the U.S. Government's ship or otherwise ensure that the ship is charged only for its "pro rata" share of CHT.
8. The HSP shall submit, as an attachment to the invoices, a document (certified by the ship's personnel) that indicates the quantity collected and the name of the disposal plant where the CHT will be disposed. The Government reserves the right to independently verify the actual volume of CHT discharged using a certified flow measuring device provided by the HSP.
9. The HSP shall follow any environmental regulations required by each country. If the ship concurs with the volume, the ship will pay for the entire amount.
10. The ship's personnel shall verify all removal figures at time of CHT collection and the ship duty engineer shall certify the accuracy of the HSP's report in writing. The HSP is also responsible to keep all disposal certificates and shall make them available to Contracting Officer upon request. If the ship contests the volume, the ship will pay for the amount it actually believes was pumped. The HSP shall submit a request to the PCO for the difference, accompanied by disposal certificates. The PCO will investigate and arrange for payment of any additional amounts that are determined to be due.

## **FRESH POTABLE WATER**

Potable water is defined as fresh drinking water of a quality not less than that prescribed in:

1. Current Drinking Water Standards, as published by the United States Environmental Protection Agency, Office of Water and shall comply with specifications of the National Primary and Secondary Drinking Water Regulations (NPDWR).
2. Code of Federal Regulations Title 21, Volume 2, Part 165.110 (21CFR165).
  - a. These documents are incorporated by reference with the same force and effect as if they were given in full text. Full text may be accessed electronically at these websites: <http://www.epa.gov/OGWDW> and <http://www.tdh.state.tx.us/bfds>. The HSP shall be responsible for identifying and providing water from a source that meets U.S. Government requirements. The U.S. Government reserves the right to accept deliveries of potable waters that do not comply with above specifications, and to bring the water up to specification standards through chlorination.
  - b. The HSP shall provide for the delivery of fresh potable water to the ships as ordered. The HSP shall be paid for the amount of water ordered by the vessel. The barges, tankers or trucks and equipment used for transfer, storage and transportation of potable water shall not be used for cargo other than potable water, and must be equipped with independent pipe systems and working, CERTIFIED METERING DEVICES.
  - c. Source of Water. Water deliveries are to be made from sources that meet the requirements of paragraphs (2)(a) and (2)(b) above. If the water source does not meet the requirements of potable water, the HSP shall be required to provide water from an alternate approved source at no increase in the contract price.
  - d. Potable water pierside shall be delivered by pipeline if available. If a vessel is at anchorage  
SUBLINE ITEM XX09AC applies.
3. The HSP shall be paid based on the ACTUAL METRIC TONS of potable water received on the ship.

#### **SHIP'S UTILITY SERVICE**

##### **1. OIL BOOMS**

- a. The HSP shall provide oil booms to be used for containment, concentration, diversion and exclusion of oil floating on water. Oil Booms provided shall have a flotation device at the top, a skirt below, a tension device, and a ballast device at the bottom. Billing for LINE ITEM XX19 shall be per meter. For example, a 300-meter oil boom would be billed at 300 meters per day.
- b. Oil Booms are intended to act as a precautionary measure in case of inadvertent leakage from equipment otherwise in sound operating equipment. Oil booms are also intended to mitigate the environmental damages that may otherwise result from inadvertent leakage. The HSP shall notify the Ordering Activity, upon receipt of a LOGREQ request, if deployment of an oil boom at the proposed mooring location is contrary to host nation or port authority regulation so that the order for the oil boom service can be cancelled. Cleanup and disposal of oil is a port authority function. If the HSP incurs charges for these services, they shall be billed as port tariff items on a reimbursable basis.
- c. There is a separate SUBLINE ITEM for all costs associated with installation, and removal of one oil boom, as well as round trip costs associated with transport of the oil boom from another port or storage location, if required.

##### **2. GENERATORS**

- a. The HSP shall provide a portable, gasoline powered, electric generator capable of supplying power to portable lighting and miscellaneous portable electrical equipment (radios, stereos, hand tools, etc.). Generator shall be at least 5KW with circuit breaker protector. Daily rate includes

fuel, oil, and necessary consumables to operate the generator, transportation, set-up, dismantling and labor.

## **LAND TRANSPORTATION (PERSONNEL) SERVICES (BUS SERVICE AND VEHICLE RENTAL SERVICE)**

### **1. GENERAL REQUIREMENTS :**

- a. All drivers must be fully qualified and possess valid driving licenses. Drivers shall be familiar with local area and conversant in English. All vehicles shall be registered, licensed and insured. The HSP is responsible for delivering all cargo and personnel to the correct location on schedule.
- b. The Government official designated to drive the vehicle is required to meet all requirements for driving in the host nation. The HSP is responsible for passing the information required to register with the local rental company from the Ordering Activity.
- c. The HSP shall provide vehicles that have been properly maintained and serviced. If a vehicle does not meet the requirements of this contract as determined by the Ordering Officer, the U.S. Government shall have the right to reject the vehicle for performance of services. The HSP shall ensure that each vehicle is jointly inspected before and after a trip by the HSP and an authorized representative of the U.S. Government. The U.S. Government will not consider any claim for damage to a vehicle which has not been inspected.
- d. If a vehicle is not operable when required under this contract, the HSP shall provide, at no additional expense to the U.S. Government, a replacement vehicle within three (3) hours that complies in all respects with this contract.
- e. The HSP shall be entitled to a one (1) day minimum rental fee.

### **2. BUS SERVICE**

- a. The HSP shall provide air-conditioned bus services on an hourly rate basis and bill under LINE ITEM XX11. The hourly rate shall include one driver or operator, any additional helpers or crew required by local authorities, all insurance, fuel, holiday surcharges, overtime, and all other operating expenses. Any additional driver, if required, shall be priced separately. Any tolls for long distance trips (over 50 kilometer radius) will be reimbursed at cost.
- b. The HSP shall ensure that the bus is in sound mechanical condition and meets all safety standards required by local laws and regulations. Further, the bus shall be in a clean condition when presented for service and shall be free of debris. The bus shall be sufficiently clean so as not to soil passengers, their clothing or possessions with dirt, grease, oil, or other matter.
- c. In the event of a bus breakdown, the HSP shall provide within two hours, at no additional expense to the U.S. Government, a replacement bus complying in all respects with this contract.
- d. Any personal articles or items found on the bus after completion of each trip shall be turned over to the ship's Ordering Officer.
- e. The HSP shall be responsible for ensuring that the HSP and an authorized representative of the U.S. Government jointly inspect before and after a trip each bus. The U.S. Government will not consider any claim for damage to a bus, which has not been inspected.
- f. The minimum bus capacity shall be 40 passengers.

- g. Drivers must be familiar with the area, have an appropriate driver license, and speak English. In the event the driver is unable to speak English, the HSP shall furnish an English speaking rider on the bus.

### 3. VEHICLE RENTAL SERVICE

#### a. Vehicle Specifications, Maintenance, and Malfunctions

(i) The HSP shall furnish "new" air-conditioned vehicles (i.e., not more than five years old), in good order and condition and otherwise in full compliance with local laws and regulations.

Sedans or SUVs shall have a minimum capacity of four (4) passengers and 1600cc engine.

In the event a "new" vehicle is not available in certain countries, the HSP shall contact the Contracting Officer to request a waiver from the requirement and provide background information as to why a waiver would be appropriate. The Contracting Officer will consider, and grant or refuse, the request. Vehicles shall be priced on a daily rate. They shall be equipped with front and back seat belts, an emergency triangle, spare tire, jack and complete set of tools for changing a flat tire, as well as any other equipment required by local authorities. Upon initial rental, the gasoline tank shall be full. The prices for vehicles rented are based upon an assumption that the vehicles will be returned with an empty tank of gas. Therefore ships will be charged for a full tank of gasoline at the time of rental. There shall be no surcharge applied to the commercial price of the fuel. Vehicles can be returned with any amount of gasoline. Ships shall not be responsible for returning the vehicle with a full tank of fuel, and the HSP shall not be obligated to credit the ship for the remaining fuel.

(ii) The HSP shall provide vehicles that have been properly maintained and serviced, including all motor oils, lubricants, antifreeze, coolants and other fluids such as windshield washer fluid, and be responsible for all emergency repairs and services.

(iii) Should any vehicle break down while in the U.S. Government's possession, the HSP shall replace it with another vehicle of the same or larger size as quickly as possible, but in any case no more than three (3) hours later. The replacement shall take place either at the point of breakdown or at the HSP's office closest to that point; whichever is more convenient for the U.S. Government. All repair or replacement costs, including transportation, shall be at the HSP's expense. In addition, the HSP shall be liable for any U.S. Government incurred costs because of the breakdown; such as towing, repair costs, and related transportation expenses because the HSP was unreachable.

#### b. Substitution of Vehicles

(i) If the HSP does not have available the type of vehicle ordered and the vehicle has been ordered at least 24 hours in advance, the HSP shall substitute a vehicle type equal to or better than the vehicle ordered at the price listed for the type of vehicle originally ordered. EXAMPLE: If a Group B car is ordered but unavailable, and if no other Group B vehicle is available, the HSP shall furnish a higher group vehicle at the price listed for the Group B vehicle originally ordered.

(ii) In the case of passenger or cargo vans, there shall be no substitution without the approval of the ship placing the order.

- c. Driver's License. Vehicles shall be furnished to any official U.S. Government (military or civilian) driver who has attained the age of 21 years or that required by the host nation, whichever is higher, and possesses a valid driver's license for the host nation of the port visit.

#### d. General Description of Vehicle Types

(i) The vehicles shall meet the general description set out below:

Medium-size Sedan (Group "B"): 2 - 4 doors; 4 - 5 passenger capacity; air conditioning; minimum 1600 cc engine sedan.

Executive Sedan (Group "E"): 4 doors; 5-passenger capacity; air conditioning; minimum 1600 cc engine sedan.

Passenger Van (Group "M"): 9-passenger capacity; air conditioning; minimum 2000cc engine.

Cargo Van (Group "X"): 12 Cubic Meter volume capacity, air conditioning; minimum 2000cc engine.

e. Insurance and Liability.

(i) The prices for vehicle rental services, as set forth in the schedule, shall be subject to the conditions below.

(ii) The U.S. Government shall not be liable for loss or damage to rented vehicles in any amount regardless of the cause, except where the loss or damage is caused by the willful and wanton negligence of the U.S. Government employee.

(iii) The HSP and any Subcontractor shall be liable for, and shall indemnify and hold harmless the U.S. Government, its agents, and its employees against all actions or claims for loss of or damage to property or the injury or death of persons, resulting from the fault, negligence, or wrongful act or omission of the HSP, its subcontractors, its agents, or employees.

(iv) The HSP shall provide and maintain at its expense, all vehicle operator's insurance required by the law of the country in which the vehicle is to be operated. All necessary insurance certificates shall be provided with the rental vehicle. Such insurance shall include all coverage required by law for bodily injury, collision, and property damage liability. The HSP shall be liable for, and shall indemnify and hold harmless the U.S. Government, its agents, and its employees against all actions or claims for loss of or damage to property or the injury or death of persons, within the required policy limits, arising out of or in connection with the rental or use by the U.S. Government, its agents or its employees of any vehicle under this contract.

(v) Paragraph (iv) shall not be construed as limiting the HSP's liability to the amounts of the required minimum insurance coverage specified therein.

f. Traffic Violations and Fines. Each vehicle operator shall be responsible for payment of fines and legal costs incurred as a consequence of the violations of traffic laws or regulations. The HSP shall notify the Supply Officer of the infraction and amount cited.

g. Mileage and Deposit Charges. There are no mileage or deposit charges for the vehicles rented under this contract.

h. Time Periods of Rental. Rental time shall begin once U.S. Government employees have taken possession of the vehicle. The daily rate is defined as 24 consecutive hours. If the vehicle is rented with a driver, and if a driver is required during the entire period of rental, no individual driver shall be required to drive more than 8 hours straight. Drivers must not have been driving within the previous 8 hours.

## TELEPHONE SERVICES AND COMMUNICATIONS EQUIPMENT

1. Cellular Telephone Services (LINE ITEM XX12AC): Daily charges shall be inclusive of delivery, removal, provision of 110V to 220V transformers, adapters and extra batteries. Activation, auto roaming, and long distance accounts shall be included under LINE ITEM XX12AC. The HSP shall

have readily available a minimum of 10 cellular telephones at a given time. Each mobile phone provided shall include an operating manual/instruction with published rates for usage.

## **FORCE PROTECTION BARRIERS, PERSONNEL, AND SUPPLIES**

1. Heightened Vigilance: The HSP shall be alert at all times in order to contribute to the protection of the ship and its crew. The HSP shall immediately report to the ship's command duty officer, or nearest available Navy official or Host Nation (HN) representative, any signs of suspicious activity in or around the site of performance. Suspicious activities include, but are not limited to, unauthorized personnel or vehicles in the vicinity of the site of performance, unusual equipment or movement of persons or supplies, and any other activity that may be perceived as a threat to United States forces. The HSP shall report any such activity perceived outside the site of performance, if such activity could reasonably have an impact on the site of performance or could be perceived as a threat to United States forces.
2. The HSP shall fully partner with U.S. Navy representatives in all matters that could impact the effectiveness of Force Protection services that are provided for or arranged under this contract to protect U.S. Navy Ships, Units and Personnel. Upon request the HSP shall identify to Navy Force Protection Personnel and Naval Criminal Investigative Service (NCIS) representatives the host country Law Enforcement, Military, Security counterparts, or other persons utilized by the HSP for the purpose of providing Force Protection or other services to U.S. Navy Ships and forces. The HSP shall arrange introductions to these host counterparts if requested and make available for review any agreements pertaining to Force Protection arrangements or other services with the Host counterparts.
3. See PWS for Force Protection for specific Force Protection requirements and procedures.

## **PORT HANDLING COSTS**

1. PAINT FLOAT – XX16AA
  - a. The paint float shall be no less than 5M in length but, in all cases, large enough to provide a safe and stable working platform for the occupants. Scaffolding may be of any height less than 3.5M from the deck, so as to provide a working platform at least 4M from the waterline. The paint float shall be equipped with suitable self-fendering to prevent damage to the ship. The price of these fenders shall be included in the quoted price of the paint float. If sea state, weather, or other conditions require any additional fendering between the barge and the ordering vessel to supplement the barge's self-fendering system so as to prevent damage to the vessel, the additional fendering shall be provided by the HSP at no additional charge. Rails shall be no less than 1M from the working platform. The working platform shall be equipped with anchor points for harnessing. The ship shall be responsible for providing safety harnesses, for obtaining permission from local authorities prior to all work on the paint float, and for cleanup/disposal of all hazardous material generated or released outside the paint float. The HSP shall notify the ship of local regulatory requirements concerning paint floats, assist the ship in submitting requests and passing required documentation to the local authority where permission is required to work on the paint float, and arrange for required cleaning of the paint float upon return. The ship is responsible for securing the paint float from the time custody has been transferred to them until returned to the HSP or the ship departs, whichever is earlier.
2. MATERIAL HANDLING (UP TO 150 LBS)
  - a. The HSP shall provide material handling services for the ship. They will receive material shipped to them, clear the material through customs, store the material, report the status of the material, deliver the material to the ship, and forward the material if unable to deliver.

- b. The HSP shall use counter-to-counter delivery and charge by each Bill of Lading. Material shipped shall be arranged so as to have the material arrive at least 2 working days prior to ship's arrival.
- c. Shipping documents shall be labeled "SHIP'S SPARE(S) IN TRANSIT" and addressed to the ship's Commanding Officer of the Unit and care of the HSP.
- d. The HSP shall provide Drayage (land transportation) services for material handling items to include required trucks and personnel. The HSP shall provide Lighterage (water transportation) services for material handling items to include required barges and personnel.
- e. The HSP shall receive the package from the ship and clear it through customs when the ship has arrived and berthed or anchored in the respective port. Any damages must be noted prior to acceptance.
- f. The HSP shall deliver the package to the ship the day of arrival in port or the following morning. The HSP shall send status reports after receipt, after delivery, and if unable to deliver to a designated government representative.
- g. The HSP shall forward the package to a designated location if for any reason it cannot be delivered to the ship. The HSP shall store the package so that it will not be damaged and forward to the next port of call or otherwise directed by the ship.

### 3. MANLIFT (WITHOUT OPERATOR)

- a. The HSP shall provide a manlift (without operator) and a full fuel tank. The HSP shall replenish the fuel and perform daily maintenance checks on the manlift prior to 0730 HR each morning. The HSP shall conduct training on safety and operating procedures for ship personnel. The HSP shall maintain documentation of ship personnel acknowledgement of the training.

### 4. CARGO VEHICLES (WITH OPERATOR)

- a. The HSP shall provide covered, lockable trucks with a driver to load/off load cargo and mail. The covered truck shall have a hydraulic lift to facilitate loading and off loading. The driver shall assist with loading and offloading.
- b. The HSP shall be responsible for security and prevent loss/damage/destruction of cargo and mail.
- c. The HSP shall return all items left in rental vehicles to the ship's Ordering Officer.
- d. The HSP shall obtain written acknowledgement of vehicle service by an authorized ship representative. Trip tickets shall be used to document arrival and departure times, destinations, and type of vehicle.
- e. The U.S. Government shall not be liable for loss or damage to rented vehicles in any amount regardless of the cost, except where the loss or damage is caused by the willful and wanton negligence of the U.S. Government employee.
- f. Rental time shall begin once the vehicle and driver arrive at the requested location, and after the driver has notified the ship's personnel of his arrival. The daily rate is defined as 24 consecutive hours. No individual driver shall be required to drive more than eight (8) hours. Drivers must not have been driving within the previous eight (8) hours. Rentals less than 24 hours will be charged on an hourly pro-rata basis, based on the daily rate, with the HSP entitled to a minimum charge of four (4) hours. The HSP shall be responsible for payment of any fines and legal costs incurred as

a consequence of the violations of traffic laws or regulations. The daily rate shall be inclusive of all mileage, all necessary equipment, licensed drivers, all liability insurance as required by local law, holiday and overtime costs, fuel, all other operating expenses, and all other incidentals.

- g. The HSP shall provide vehicle service with qualified drivers for official government business.
- h. The HSP shall provide one-way transfer vehicles with drivers to transfer cargo between a designated pick-up point and a specified destination within a 250 kilometer radius of the ship berth (or departure point on the pier if ship is at anchor). Outstation charges, surcharges, or additional mileage rates shall not be assessed for travel within the 250 kilometer radius as the vehicle is rented on a daily basis with usage in accordance with the ordering activity's needs. The HSP shall be entitled to an additional half days' rental fee at the daily rate for each day in which vehicle trips are required beyond the 250 kilometer radius described above.
- i. The HSP shall jointly inspect each vehicle with an authorized ship's representative, before and after each use.
- j. The HSP shall obtain written acknowledgement of vehicle service or one-way transportation service by an authorized ship representative. Trip tickets shall be used to document arrival and departure times, destinations, and type of vehicle.
- k. If the unit of issue is by "Day", then the rental period shall constitute 24 hours.

#### **OTHER PORT SERVICES (CANCELLATION FEES)**

- 1. In the event an order is canceled at least 48 hours prior to the required delivery, the U.S. Government will not be liable for any charges. For any order not canceled at least 48 hours prior to the required delivery time, the Ordering Activity shall be responsible for any termination costs in accordance with FAR clause 52.249-2 entitled "Termination for Convenience of the Government". Any disagreements shall be subject to the Disputes clause in the contract.
- 2. The HSP shall take all necessary steps to mitigate any damages/termination costs on behalf of the U.S. Government whenever possible.

#### **OPERATIONS OTHER THAN WAR (OOTW FEES)**

\* See the PWS for OOTW, for specific instructions.

#### **COST REPORTING**

- 1) See the PWS for Cost Reporting, for specific reporting instructions.
- 2) All billing and cost reporting shall be made in the units specified in the respective LINE ITEMS.
- 3) **HSP shall enter and report ALL expenditures under this contract (regardless of customer or ordering activity) into LogSSR in accordance with the PWS for Cost Reporting.**
- 4) **The pre-arrival cost estimate is part of the Cost Reporting Lot Line Item. Requirements for the pre-arrival cost estimate report are described in the PWS for Cost Reporting.**

#### **11. ENTERPRISE-WIDE CONTRACTOR MANPOWER REPORTING APPLICATION (ECMRA)**

The Contractor shall report all contractor labor hours (including subcontractor labor hours) required for performance of services provided under this contract for Machinery Condition Analysis Services via a secure data collection site. The contractor is required to completely fill in all required data fields using the following web address <https://doncmra.nmci.navy.mil>. Reporting inputs will be for the labor executed during the period of performance during each Government fiscal year (FY) which runs 1 October to 30 September. While inputs may be reported at any time

during the FY, all data shall be reported no later than October 31 of each calendar year. Contractors may direct questions to the help desk, linked at <https://doncmra.nmci.navy.mil>.

## FORCE PROTECTION

### **Performance Work Statement (PWS) for Force Protection**

#### **FORCE PROTECTION SERVICES AND SUPPLIES**

(a) Only the ship's Commanding Officer, the ship's Supply Officer, or the FLC Norfolk Contracting Officer is authorized to order Force Protection (FP) services under this contract. If any other activity or individual attempts to order FP services (e.g., NCIS, DAO, etc), the HSP is required to immediately inform the ship and receive a proper order prior to beginning performance of these services.

(b) The HSP is responsible for providing or coordinating listed FP services as part of their Husbanding Services under Lot Line Item XX01. The HSP shall develop a comprehensive FP approach which ensures the best security for the ship whether at pierside or at anchorage. The HSP must coordinate all aspects of FP planning and services with Port Authorities, host nation agencies, and U.S. Embassy security staff. If the host nation is supplying FP assets the HSP must verify they are available and are scheduled to show up on time.

(c) The HSP will follow the contract requirements in this FP section unless directed differently by the ship's Security Officer, Advance Party FP Officer. The HSP shall not add any requirements without prior approval.

(d) The HSP is prohibited from providing any requested FP measures that are not included in this contract unless approval is obtained from the FLC Norfolk Contracting Officer. The HSP must explain what the added FP service will include and why it has been requested. The FLC Norfolk Contracting Officer will coordinate this requirement with the ship's FP personnel. Once a decision is made then the HSP will be authorized to proceed with the service at an agreed upon price or instructed to cancel the requirement.

(e) FP is considered a combination of practices and procedures, including the use of specific material, equipment, and personnel, having the objective of improving security to personnel and ships while in port. FP services or supplies may be provided by the host nation at no cost or may be billed at the public tariff rate. The HSP is required to verify what services will be provided by the host nation. For the services that cannot be provided by the host nation, the HSP is required to arrange these services by obtaining them from commercial sources at the prices indicated in the pricing schedule.

(f) The HSP shall protect ship schedule information, both paper-based and electronic, from disclosure to individuals and contractors that are not directly involved in providing service to the Navy in response to a verbal or written order from an authorized ordering official under the contract. This requirement to protect ship schedule information shall be flowed down to all individuals and contractors that are directly involved or may be directly involved in providing service to the Navy under this contract. The HSP's written policy shall describe the required measures to protect ship schedule information.

(g) The HSP shall provide as many services identified below as ordered by the ship or FLC Norfolk Contracting Officer. These services do not include other related services not listed, but may be required and separately ordered to attain a higher level of security in a port.

(h) Personnel providing force protection services must be responsive to instructions from the ship. This does not authorize force protection personnel to violate any local regulations, any Port Authority ordinances, or local decrees. The equipment and material used for the force protection services will be inspected by the ship's force to ascertain that they meet force protection requirements.

(i) Access Points: The HSP shall establish a single entry and exit point to the pier area.

(j) Security Clearance: Under no circumstances shall any services be substituted due to inability to obtain security clearances.

(k) Personnel Identification: The HSP shall positively identify all personnel before allowing access to the pier area and be able to easily identify personnel while they are working.

(l) Background Checks: The HSP shall conduct security background checks on employees and subcontractor employees with local or national police departments or other government organizations. The HSP shall not use employees if the results of their background investigation indicate they may be a security risk to the ship or its crewmembers. The HSP shall issue photo identification badges to its personnel and ensure subcontractor personnel have photo identification badges. Badges shall be standardized and have a passport type photo, name of the company, individual's name, identification number, and date of birth. Personnel will wear the badge so that it is visible at all times. The HSP shall ensure that their employees and subcontractor employees wear appropriate uniform items to identify them as Contractor personnel. Examples would be similar T-shirts, trousers, or coveralls with company names printed on the clothing. In addition, the HSP will be required to provide vetting services for third party contractors such as DESC contractors.

(m) Access Lists: The HSP shall develop a daily list of authorized personnel, vehicles and vessels that may have access to the ship area. This list will be given to ship FP officers, security guards, and other contractors as required. For individuals, the list will include their full name, identification number, company, time and duration of visit, and purpose of their work. For vehicles, the list will include a description of the vehicle, license plate number, driver's name, time and duration of visit, and purpose of their work. For vessels, the list shall include the master's name, vessel name, type, color, time and duration of visit, and purpose of their work.

(n) Inspections: The HSP shall inform company and sub-contractor personnel that Security Guards or U.S. FP personnel shall physically inspect all individuals, personal belongings, vehicles, and vessels prior to entering the work area. Upon completion of inspection, the individual, vehicle, or craft is to remain in a controlled area. If they go outside the controlled area they must be re-inspected before continuing their work.

(o) Stand-Off Distances:

Objects: To the maximum extent practicable the HSP shall move all objects such as cars, crates, and trash bins at least 400 feet (125 meters) from the ship.

Unloading Zones: To the maximum extent practicable the HSP shall establish unloading zones at least 400 feet (125 meters) away from the ship.

Warning Signs: The HSP shall provide FP Warning Signs and post them in conspicuous places around the perimeter of the ship so they can easily be seen. The purpose of the warning signs is to delineate the secure area around ships and to warn unauthorized personnel not to enter. The signs must include a clear warning that the use of deadly force may be authorized by the local security guards or police force.

Sign Specifications:

- Language: Must be in the local language(s) as well as English.
- Wording: Must state "Restricted Area, Do Not Enter"
- Picture: Must depict the image of a person with a gun if weapons are allowed to be carried.
- Color: Yellow or white with black lettering
- Visibility: Must be highly visible from a distance of 400 feet (125 meters)
- Durability: Must withstand inclement weather for extended periods (minimum six continuous days)

(p) The unit price for force protection services shall include all costs associated with providing transportation, mobilization/installation and demobilization/de-installation, or arranging the requested services below unless the transportation, mobilization/installation and demobilization/de-installation is identified as a separate Lot Line item number. The HSP's invoice shall set forth the unit of issue identified for each service, total quantity ordered for each service, unit price, and the total price.

(q) The force protection services that the ships may order are:

(1) Jersey-type security barriers and CONEX box barriers capable of stopping a vehicle (automobile). (Price per meter per day)

- (i) Concrete barriers
- (ii) Water filled barriers (completely filled with water). Price must include water.
- (iii) CONEX box barriers.

Mobilization, installation and demobilization will be billed under a separate contract line item number.

The HSP shall provide physical security barriers to completely close off the pier area around the ship. There will be one vehicle and one personnel entry point. The purpose of the physical barriers is to keep unauthorized vehicles from easily gaining access to the Pier. It is designed to provide a safety barrier or standoff distance from the docked ship and to keep unauthorized vehicles from gaining access to the ship.

The barriers may be of different design and material as long as they are approved by the FP personnel. The most common form is the Water Filled Barrier (WFB) such as is used in road construction. Empty 20 ft or 40 ft shipping containers may also be used as well as concrete block barriers. Availability will determine the requested type of barrier. A combination of barriers may also be used.

A vehicle entry point must be established through the barriers for vehicles servicing the ship. The entry point should be a series of zigzag patterns to control the speed of access.

A personnel entry point must be established through the barriers. Barriers may also be used to seal off secondary Port gates. All barriers must be placed prior to a ship's arrival. The ship's FP Officer will have final approval of positioning of the barriers and of the entry points.

(2) Armed or unarmed security guard to control vehicle and personnel access to pier. (Price per guard per hour) Must be English speaking, and equipped with own handheld radio (not ship's radio) to communicate with ship. Duties and responsibilities will be coordinated with the ship upon arrival.

The HSP shall provide security guards to patrol in picket boats and at pierside to ensure that only authorized personnel, vehicles, watercraft and material are allowed into restricted areas.

(3) The HSP shall provide a Floating Line of Demarcation (FLD) to identify a restricted area in the water of approximately 330 feet (100 meters) distance around docked or anchored ships. The purpose of the FLD is to establish a visual reference line that unauthorized swimmers or watercraft should not be entering. The Picket Boats will patrol outside of this visual reference. The FLD is not designed to stop approaching unauthorized watercraft by fouling their propellers but is to help identify a safe standoff zone.

(4) Unarmed and manned picket boat or waterborne patrol (motorized patrol craft, approximately 5-10 meters in length), with own radio to communicate with ship and local authorities. Continuous coverage is required for the period of performance ordered by the ship or by the Contracting Officer. (Price per patrol craft per hour) Duties and responsibilities will be coordinated with the ship upon arrival. If the period of performance ordered by the ship is less than 4 continuous hours, the HSP is entitled to a minimum daily amount of four (4) continuous hours for each patrol craft ordered.

The HSP shall provide picket boats to protect the ship from all waterborne threats whether above or below the water. They shall immediately warn the ship of all perceived threats and keep unauthorized vessels or personnel out of the exclusion zone.

(5) Unarmed and manned motorized patrol craft, approximately 5-10 meters in length, with own radio to communicate with ship and local authorities, to escort ship from pilot pickup point to mooring location. (Price per craft per hour) Duties and responsibilities will be coordinated with the ship upon arrival. If the period of performance ordered by the ship is less than 4 continuous hours, the HSP is entitled to a minimum daily amount of four (4) continuous hours for each patrol craft ordered.

(6) Unarmed and manned waterborne patrol (motorized patrol craft, approximately 5-10 meters in length), with own radio to communicate with ship and local authorities, on call (available within 15 minutes). (Price per craft per hour) Duties and responsibilities will be coordinated with the ship upon arrival. If the period of performance ordered by the ship is less than 4 continuous hours, the HSP is entitled to a minimum daily amount of four (4) continuous hours for each patrol craft ordered.

(7) Tire-shredding strips, equipped with metal spikes, to be placed across the entry to pier access. (Price per one strip per day) The strips shall be capable of disabling a vehicle, which drives over the strips in the wrong direction. Strips shall be at least one meter in length.

(8) Metal pedestrian-control fences (perimeter fences). (Price per 2x2 meters fence per day) The fences shall be at least two (2) meters high, two (2) meters wide, and sturdy enough to withstand wind and other inclement weather.

The HSP shall provide an adequate Perimeter Fence around the pier area. The purpose of the perimeter fencing is to keep unauthorized individuals from easily gaining access to the Port area and the Pier. It is designed to provide a safety barrier or standoff distance from the docked ship and to keep people out. If the Port has an outer perimeter fence with controlled vehicle access then that will normally be sufficient. If not, or if additional fencing is required to control access to the pier, then the HSP will provide portable chain link fencing with vehicle and walk up entrances.

The perimeter fence provided by the HSP must meet the following specifications:

Material: Chain link of aluminum or other durable metallic material

Height: Minimum height of 2.5 meters (7 feet)

Base: Temporarily set in pier or with sufficient concrete base to keep from being easily moved

Entry Point: Entry available for vehicles and personnel.

(9) Portable fluorescent lighting capable of illuminating 300 meters by 100-meter area. (Price per portable unit per day) The HSP shall provide portable flood lights to provide additional lighting at pierside or to light the water around ships. The purpose of the lighting is to provide adequate lighting when the Port's installed lighting is not sufficient. Lights may be positioned on the pier or onboard the ship. The floodlights shall be portable with their own generator power source. Each floodlight shall contain a minimum of 1,500 Watts of lighting.

(10) Weather resistant guard shacks, capable of holding at least two persons. Guard shack shall be enclosed, and shall have, at a minimum, one door and one window. (Price per unit per day)

(11) Hand held metal detectors, similar to those used in commercial airports. Must be certified by the local certifying entity and in good working condition. (Price per unit per day)

(12) Walk-through metal detectors, similar to those used in commercial airports. Must be certified by the local certifying entity and in good working condition. (Price per unit per day)

(13) Trained metal detector operators. (Price per hour per operator). Operators shall search host nationals and host national vehicles. Operators must have proper authorization/certification to conduct searches, and be in an official uniform. Operators must also have their own handheld radio to contact ship or local authorities.

(14) Hand held explosives detectors, similar to those used in commercial airports. Must be certified by the local certifying entity and in good working condition. (Price per unit per day)

(15) Walk-through explosive detector, similar to those used in commercial airports. Must be certified by the local certifying entity and in good working condition. (Price per unit per day)

(16) Trained explosives detector operators. (Price per hour per operator) Operators shall search host nationals and host national vehicles. Operators must have proper authorization/certification to conduct searches, and be in an official uniform. Operators must also have their own handheld radio to contact ship or local authorities.

(17) X-ray baggage scanning machines, similar to those used in commercial airports. Must be certified by the local certifying entity and in good working condition. (Price per unit per day)

(18) Trained X-ray baggage scanning operators. (Price per hour per operator) Operators shall search host national baggage. Operators must have proper authorization/certification to conduct searches, and be in an official uniform. Operators must also have their own handheld radio to contact ship or local authorities. Equipment shall be manned by professionally trained operator to operate the equipment 24 hours a day.

(19) Explosives disposal-trained diving services capable of inspecting pier before ship arrival. Must have obtained all applicable licenses and/or certifications from host nation prior to diving. (Price per hour)

(20) Battery operated bullhorns, new batteries included. (Price per unit per day)

(21) Sturdy tables with dimensions of at least two (2) meters long and one (1) meter wide, with four folding chairs. (Price per unit per day)

(22) Tents or awnings to shelter personnel conducting inspections and/or designated medical area. Must be at least three (3) meters by three (3) meters, and open on all sides. Must be anchored down and strong enough to withstand inclement weather. (Price per unit per day)

(23) Tents or awnings to shelter personnel conducting inspections and/or designated medical area. Must be at least three (3) meters by three (3) meters, and closed on all sides. Must be anchored down and strong enough to withstand inclement weather. (Price per unit per day)

(24) 800 MHz radios. Must be in excellent condition, and battery operated, with batteries included. (Price per unit per day).

(25) The HSP shall provide an office area or a tent for a Beach Guard Office at the pier for docked ships and at the Fleet Landing area for anchored ships. The purpose of the tent is to provide a shelter for contracted security guards, local police, and ship's personnel while performing security checks on personnel, baggage, and vehicles. The office or tent will be large enough to accommodate a minimum of five (5) people. The tents shall have at least three roll down sides to protect people from the elements. The office or tent will be equipped with a table, two to four chairs as required, and a fan or heater depending on the weather conditions (inclusive of power supply). The office or tent shall be well lighted and identified for its intended use. The HSP will ensure that there is a communication system with the ship such as a landline, two way radio, or cell phone in the office or tent. A fully charged, 20 LB, CO2 fire extinguisher shall be provided and kept fully charged. (Price per unit per day)

(26) The HSP shall provide two-way radio sets capable of communicating with the ship, picket boats and to the shore patrol designated individuals. (Price per set per day)

(27) The HSP shall provide an under carriage vehicle scanner to scan vehicle undercarriages. (Price per unit per day)

(28) Dive and Vetting: The HSP shall arrange for divers to conduct underwater inspections of the pier area, the ship's hull, and supporting watercraft. The purpose of the divers is to detect any explosive devices attached to the ship's hull or around the pier area. If the diver discovers an explosive device, they shall not attempt to defuse or remove the device. They shall immediately report the device to the ship and local authorities. The pier will be vetted prior to the ship's arrival. To the maximum extent practicable the HSP shall inspect all watercraft at least 400 feet (125 meters) from the ship. The dive team will have a minimum of three (3) divers including a supervisor, will have all required equipment, and will provide their own boat with driver capable of holding a minimum of seven personnel. The HSP may provide two armed or unarmed guards to be in the boat for the vetting operation. Purpose of the guards is similar to guards in picket boats. (Per team per hour, minimum four (4) hours)